

CITY OF HAMILTON

***CITY MANAGER'S OFFICE
Strategic Initiatives Division***

Report to: Chair and Members Strategic Planning & Budgets Committee	Submitted by: Glen Peace City Manager
Date: June 4, 2004	Prepared by: Stephen Robichaud 905-546-2424, Ex 5579

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide)

RECOMMENDATION:

- (a) That Report CM04017, Growth Related Integrated Development Strategy – Status Update be received for information;
- (b) That Council of the City of Hamilton confirm that for the purpose of development of the long list of development options in accordance with the approved GRIDS Study Design the following growth projections and employment land needs be utilized and incorporated into the public consultation components of the GRIDS process:
 - i) a projected population of 622,000 by 2031;
 - ii) a projected household growth of 81,000 households for the 2001-2031 time period;
 - iii) that the minimum employment land needs be established at 285 ha;
 - iv) that to facilitate the development of the Hamilton International Airport as a economic growth node within the City of Hamilton and Golden Horseshoe area, that an additional 400ha – 800ha employment lands be incorporated into the development and evaluation of the growth scenarios; and,

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 2 of 18

- (c) That staff be directed to consult with the Mayor's Advisory Committee regarding the GRIDS growth options for the City of Hamilton for review and evaluation and that the comments from the Mayor's Advisory Committee be incorporated into the growth options for presentation and consideration by Council.

Glen Peace
City Manager

EXECUTIVE SUMMARY:

Council, at its meeting of February 12, 2003, adopted the study design for the City of Hamilton's growth strategy, which is known as the Growth Related Integrated Development Strategy (GRIDS). GRIDS is an integrated planning process to identify a broad land use structure, associated infrastructure, economic development strategy and financial implications for the growth options for the City of Hamilton over the next 30 years by achieving a balance among social, economic and environmental considerations.

There are 4 phases to the GRIDS project: Strategic Phase; Background Studies Phase; Evaluation Phase; and, Master Plan Documentation Phase. The Strategic phase was completed in September, 2003 with the adoption of GRIDS Study design by Council. The Background Studies Phase is presently underway and is comprised of joint initiatives by all City-Departments. Based on the work completed to date and for the purpose of proceeding with the GRIDS project, consensus among staff have been reached on the following:

- (i) The population of Hamilton is expected to be 622,000 in 2031;
- (ii) The number of households in Hamilton will increase by approximately 81,000 between 2001 – 2031;
- (iii) A minimum of 285 ha. (700 acres) of additional employment lands are required to accommodate projected employment growth; and,
- (iv) Approximately 40,000 new dwelling units can be accommodated within the existing urban area.

Furthermore, in addition to the 285 ha. of employment lands required to accommodate projected employment growth, an additional 400ha – 800ha employment lands are required to facilitate the development of the Hamilton International Airport as a economic growth node within the City of Hamilton and Golden Horseshoe area.

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 3 of 18

BACKGROUND:

GRIDS Study Design

Council, at its meeting of October 15, 2003, adopted the study design for the Growth Related Integrated Development Strategy (GRIDS). The purpose of GRIDS is to identify a broad land use structure, associated infrastructure, economic development strategy and financial implications for the growth options for the City of Hamilton to accommodate the projected population, employment and household growth. GRIDS is to be completed by the Summer, 2005.

There are four phases to the study design: strategic phase; background studies phase; evaluation phase; and, master plan documentation phase. The strategic phase was completed in the Fall, 2003 and work is presently focused on the background studies phase and the evaluation phase. The milestone dates for specific deliverables in the GRIDS process are as follows:

Deliverable	Completion Date
Phase 1 – Building a Strong Foundation	Completed
Evaluation Criteria	Spring 2004
Summary of Background Studies	Summer 2004
Long List of Development Options	Fall 2004
Short List of Development Options	Winter 2005
Preferred Development Option	Summer 2005

The detailed GRIDS schedule is attached as Appendix “A”.

Approximately 40 background studies were identified in the GRIDS study design, and that the integration of these studies is an important component of the GRIDS process. For example population and household projections have implications for the development of the infrastructure master plans and the identification of growth opportunity areas, but that the actual physical design of neighbourhoods have implications for health and well-being and that public health considerations must be incorporated into land use and transportation planning decisions.

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 4 of 18

To assess the growth options, triple bottom line (TBL) will be used as the evaluation tool for the GRIDS process. TBL will provide for the incorporation of sustainability principles in the evaluation of growth options by utilizing a multi-criteria evaluation framework that balances social, economic and environmental indicators. To facilitate the development of the TBL tool, an external steering team has been established comprised of representatives of the business community, social and health sector and the environmental community. It is anticipated that the TBL tool will be finalized by mid-Summer, 2004 for the purpose of evaluating the different growth options.

In order for staff to proceed with the background studies phase and subsequent phases, it is necessary for Council to adopt population, household and employment forecasts. The adoption of these forecasts is necessary for the purpose of developing the long list of development options (i.e. alternative growth scenarios and associated urban land budgets) that will utilize a balanced approach among the various characteristics (i.e. economic, social and environmental). Under this approach, population and employment growth would be allocated at a general level to develop alternative urban land budgets to test the impacts of growth on the City. In addition, the related land needs (e.g. parks, schools, commercial) will also have to be identified and quantified in the development of the growth scenarios. These scenarios will then be assessed relative to a variety of factors, including but not limited to, agricultural impacts, the Social Development Strategy, the Economic Development Strategy, the Stage 1 and 2 results of the infrastructure master plans and other growth related background studies. The long list of growth scenarios will then be subject to further investigation and analysis through public consultation and the use of the Triple Bottom Line (TBL) evaluation tool. TBL will assess the social, economic and environmental implications of the different growth options based on the principles espoused in Vision 2020 and Council's strategic plan.

Population Forecasts

Report PD02232 ("City of Hamilton Population, Household and Employment Projection Scenarios") was received by Council on November 27, 2002, and directed staff to use the population, household and employment projections prepared by the Centre for Spatial Economics (CSE) as an interim input to GRIDS.

The interim projections prepared by CSE were received by Council prior to the release of 2001 Census data and for that reason could not be adopted as the new "official" growth forecasts for the City. The official population projections for the City of Hamilton are those projections prepared in February 2000 and ratified by the former Region of Hamilton-Wentworth. 2001 Census data now generally confirmed the accuracy of those official forecasts for population and household growth. However the City's employment performance continued to lag significantly behind our planning aspirations.

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 5 of 18

In mid-2003 staff began work on comprehensive growth forecasts using updated Census data. This will produce up to date forecasts for Hamilton that Council can consider for adoption as ‘new’ official targets for planning purposes. That project has been jointly undertaken with all the GTA upper/single tier governments (Toronto, Durham, York, Peel & Halton) and the Ontario Smart Growth Secretariat, supported by Hemson Consulting. The original schedule was to complete the technical work by March 2004. That would have allowed the next phase of GRIDS to start with completely up to date information consistent with our neighbours.

However, in December 2003 the Province’s Smart Growth & Greenbelt initiatives (Bill 26 & 27) were released. These initiatives were initially thought to have a significant potential impact on the GTA-H (i.e. Toronto, Durham, York, Peel, Halton and Hamilton) forecasting project. In January, 2004, it was agreed by all parties involved in the growth forecasting project to put the project on ‘hold’ until the Province’s growth planning intentions became clearer. In recent months a consensus has emerged among Provincial and municipal staff that municipal and Provincial decision-makers will still require accurate estimates on the scale and nature of population, household and employment change before the Smart Growth & Greenbelt policies are resolved. This data will permit the GGTA-H municipalities to proceed and/or finalize their respective official plan reviews. Work on the GTA-H forecast project resumed on May 27th. It will now produce a final draft for the consideration of all Councils in the GTA & Hamilton by early fall, 2004.

In the meantime, technical studies on the various components of GRIDS must continue to move forward if Council’s time schedule for completion of the GRIDS project and component parts are to be met. The CSE report, entitled “*City of Hamilton Population, Household and Employment Projections*”, presents three alternative growth scenarios for Hamilton: “Slow Growth”, “Current Growth”, and “Aggressive Growth” alternatives, as presented below:

Year	Scenario		
	Slow Growth	Current Growth	Aggressive Growth
2001	503,000	503,000	503,000
2011	532,000	549,000	563,000
2021	537,000	592,000	649,000
2031	537,000	622,000	729,000

The growth scenarios prepared by CSE are based on the assumption that Hamilton will be under pressure to grow more in the next 25 to 30 years than it has grown in the past, due in part to the City’s strategic location in the south end of Ontario’s Golden Horseshoe.

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 6 of 18

For the purpose of the moving forward now on the GRIDS study, the use of the Aggressive Growth scenario is not supported because it presumes stringent growth constraints elsewhere within the GTA producing a rapid spill-over into the City of Hamilton and an unprecedented rate of job creation. Working with staff of the other GTA-H municipalities in recent months it is quite evident that those assumptions are not realistic. The Slow Growth scenario is equally unacceptable as it presumes Hamilton will never resolve its employment challenges and its population and housing supply will thereby fail to grow according to its aspirations.

Based on the City's historical growth rates, the supply of residential land and current provincial infrastructure plans, the Current Growth scenario is considered most likely 2001-2031 time period. The Current Growth scenario is based on the assumption that the City of Hamilton will grow by about 4,000 people per year, which is consistent with our growth rates in the 1996-2001 period and its associated housing starts (approximately 2,000 units on average between 1988-2003). Staff has reviewed the technical assumptions behind the CSE forecast with preliminary data from the GTA-H growth forecast project and concluded that they are very similar. When the final GTA-H population and household growth estimates are resolved later this year staff anticipate they are most likely to be 'within the ballpark' of the CSE's Current Growth estimates. However, it is most important to emphasize that the Current Growth scenario requires the City to increase its rate of local job creation by well in excess of 1000% to achieve fully balanced growth.

This raises a central issue for a final resolution in the GRIDS exercise; the feasibility of achieving fundamental changes to the City's historical pattern of household versus employment growth in coming years. The scale of the performance required to reverse those trends will be a significant challenge, no matter which growth scenario is ultimately selected. Staff suggest that it is not likely to be achieved without an enduring commitment to future social and employment development targets.

It is noted that for the GRIDS process, the merits of accommodating the projected population growth for all the various growth scenarios will be assessed using the Triple Bottom Line methodology.

Household Growth

In conjunction with population projections for the City of Hamilton, household projections are required to ensure that the growth can be accommodated within the City's urban areas to implement the general intent of the 9-Directions adopted by Council whereby growth is to be concentrated in the urban area (as opposed to non-farm rural development).

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 7 of 18

Household projections have been prepared and incorporated into the report “*Keys to the Home: A Housing Strategy for Hamilton*”. It is projected that there will be an increase of 81,000 households in the 2001 – 2031 time period. The projected household growth translates into the following annual housing supply targets required to accommodate the projected growth:

Structure	Housing Demand (annual)		
	Owner	Renter	Total
Single/Semi	1,416	62	1,479
Row/Duplex	403	67	470
Apartment	233	521	754
Total	2,053	650	2,703

Based on an annual average forecasted need of 2,703 housing units, then a total of 80,100 dwelling units are required for the 2001-2031 time period (of which approximately 5,660 units were started in the 2001-2003 time period). These housing supply targets include units that are required to accommodate all segments of society including those not traditionally served by market forces (i.e. low and moderate income, particularly rental housing units). Approximately 650 units per year (19,500 units over 30 years) are unlikely to be accommodated through traditional market supply mechanisms

Residential units can be accommodated in a number of ways including greenfield development, infill and redevelopment opportunities within the existing urban boundary. Each year the City prepares a detailed estimate of residential vacant land supply. In 2003, the City had a projected supply of 33,460 units. The 2001 OMB hearing on ROPA No. 9 forecasted that an additional 6,800 units could be achieved through intensification. The City is undertaking a residential intensification strategy to more accurately assess intensification potential. In addition, the City has approved an urban boundary expansion in the bwer Stoney Creek area (SCUBE, which is currently under appeal to the Ontario Municipal Board) to address greenfield land needs. The projected unit increase in the SCUBE expansion area is approximately 4,050¹ units.

In conjunction with the projected population growth the Triple Bottom Line methodology will be used to determine and evaluate the merits of accommodating the projected household growth in the evaluation of the growth scenarios.

Employment Growth and Land Needs

A review of the City’s industrial business parks was undertaken in 2002-03 for the purpose of recommending development strategies and implementation plans for the

¹ this number is based on an annual absorption rate of 2,036 market units. The proposed density is 18 units per hectare multiplied by 225 ha of developable lands within the SCUBE area.

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 8 of 18

Flamborough, North Glanbrook and Airport business parks (*Providing Employment Lands in Hamilton – Financial Options*, Hemson Consulting Ltd.). The study concluded that the projected demand for land to 2021 will exceed the current designated supply by about 285 ha (700 acres). However, the absorption of employment lands is constrained by the lack of “shovel-ready” lands.

The “*Hamilton Airport Gateway Opportunities Study*” (HAGOS) is a companion document to the IBP review document. The HAGOS report is an action plan for stimulating economic development in and around the airport/airport IBP. HAGOS concluded that to support the long-term airport operations, between 830 – 1,295 ha (2,050 – 3,200 acres) of land are required for employment related uses (this would include the 285 ha. of land identified in the Hemson report).

Development of the Airport business park has been hindered by the lack of municipal services. Preliminary servicing estimates for this area are \$70 million for sanitary and storm sewers and water (note: this figure does not include the subdividers share for the provision of local services).

Based on the “*City of Hamilton Population, Household and Employment Projections*” prepared by CSE, the number of jobs in the City of Hamilton will either peak in 2011 (Slow and Current Growth Scenario) or 2016 (Aggressive Growth Scenario). This means that unless there is significant employment growth in Hamilton, then there will be declining opportunities for people to live and work within the City of Hamilton.

As noted in the “*HR Matters*” study prepared for the Economic Development Department, since 1981 the number of commuters both into and out of Hamilton has increased since 1981. However, the number of Hamilton residents who work outside of Hamilton has grown considerably faster than the number of workers commuting into Hamilton (i.e. a net out-migration of commuters) as a result of a decline in the housing:job balance. The HR Matters report notes that given that “*many of the (out-bound) commuters, especially the young ones who have yet to buy their first homes, will eventually move their residences closer to their workplaces, leaving Hamilton altogether*” or alternatively Hamilton could evolve into a “bedroom community”. This is not desirable because the “*Responding to Social Issues in Land Use Planning*” (RSILUP) report prepared in 2004 noted that the physical separation of the workplace from the home has resulted in an increase in the amount of time and distance spent travelling between home, work, shopping and recreational activities resulting in challenges for families to balance work and family responsibilities. In this regard, the RSILUP report identified that the long-term solution was to increase employment and training opportunities, and that in order to create an environment for these to occur, the economic development of Hamilton is important. The RSILUP report notes “*Therefore, in order to see sustained health and*

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 9 of 18

well-being improvements in Hamilton, initiatives that facilitate economic development and stable employment are needed”.

Based on the “*City of Hamilton Population, Household and Employment Projections*” prepared by CSE, the number of jobs in the City of Hamilton will either peak in 2011 (Slow and Current Growth Scenario) or 2016 (Aggressive Growth Scenario). This means that there will be declining opportunities for people to live and work within the City of Hamilton.

As part of the 2004 budget process, Council reaffirmed that its number one strategic commitment and priority was “Growing Our Economy”. To achieve this goal, Industrial Park development, including Airport development and the implementation of infrastructure improvements/expansions such as the Red Hill Valley project were identified.

The development of alternative growth options for the City of Hamilton requires that consideration be given to employment land needs. Based on the Hemson report, then a minimum of 285 ha of employment lands are required, but that additional lands are required to create the environment for investment and growth in and around the airport (approx 830 – 1,300 ha). However, for the GRIDS process, the Triple Bottom Line methodology will be used to determine and evaluate the merits of alternative employment land scenarios.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no staffing implications associated with this report. As part of the GRIDS evaluation process, the financial implications of the alternative growth scenarios will be assessed. The clarification of the process for the development of the growth options as part of the GRIDS study design does not conflict with the Environmental Assessment Act.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Ongoing consultation occurs with all affected Departments including Corporate Services, Public Works, Planning and Development, Public Health and Community Services, and Economic Development Departments.

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 10 of 18

CITY STRATEGIC COMMITMENT:

GRIDS is a planning process to identify a broad land use structure, associated infrastructure, economic development strategy and financial implications for the growth options for the City of Hamilton, and as such, GRIDS supports the following strategic initiatives:

- ? A City of Growth and Opportunity;
- ? A Great City in Which to Live;
- ? A Healthy, Safe and Green City;
- ? A City Where People Come First; and,
- ? A City that Spends Wisely and Invests Strategically.

COMMENTS:

1. At the time of preparation and subsequent Council adoption of the GRIDS study design, it was envisioned that the identification of the long list of development options would be generated based on the 9-strategic directions adopted by Council, utilizing a sustainability framework in terms of social/health, economic and environmental characteristics that would address both the physical character of the options as well as associated infrastructure, policy and programme requirements.

Subsequent to the adoption of the GRIDS study design, the Province of Ontario announced its intention to create a permanent Golden Horseshoe greenbelt encompassing lands located in the City of Hamilton, and the Regions of Durham, Halton, Peel, Niagara and York. The Provincial task force has been created to make recommendations to the Province on the scope, content and implementation of the proposed greenbelt. The task force is presently engaged in public consultation on the greenbelt. As the proposed greenbelt may impact the City of Hamilton's ability to develop and implement a 30-year growth plan, then the potential greenbelt has implications for the GRIDS study design.

The GRIDS study design originally envisioned that all of the background studies would be substantially completed prior to the development of the various growth scenarios and the growth scenarios would be based on the 9-strategic directions and that the options may have been generated through a multi-stakeholder consultative effort including workshops/charettes and input from a range of stakeholder groups. However, to ensure that the GRIDS process adheres to the timelines established in the study design and due to the introduction of the *Greenbelt Protection Act* (Bill 27) in December, 2003 by the Province of Ontario, it is necessary to clarify the process for the development of the long list of growth

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 11 of 18

options. Specifically, it is more appropriate to develop the long list of growth options based on projected population, household and employment land needs utilizing a sustainability framework (see Appendix “C”).

By developing alternative urban land budgets, then it will be possible to undertake a preliminary assessment of the City’s ability to afford the infrastructure and other investments necessary to support the various scenarios. An initial application of the TBL tool will assist in the development of the short list of development options. The short list of development options will be discussed, compared and evaluated in the process of identifying the future direction of growth and community character/form for Hamilton.

2. The need for an integrated growth process was identified by the Open for Opportunities task force and the GRIDS study design was developed in conjunction with an external advisory committee chaired by the Mayor and the Phase 1 Building A Strong Foundation community consultation process. To facilitate the next stages of the GRIDS process, and to provide for stakeholder input into the GRIDS process, the Mayor’s Advisory Committee (MAC) is an important component of the GRIDS process. The role of the MAC will be to function in an advisory capacity to serve as a sounding board for ideas throughout the GRIDS project and provide informed input on the background studies and evaluation. In addition, the MAC will assist in monitoring the effectiveness of the public consultation programme throughout the GRIDS project. Task Force members will be comprised of community leaders representing a broad cross-section of the Hamilton community with strong backgrounds in the fields of education, business, environmental management, social and cultural activities. In this regard, it is important that staff consult with the MAC regarding the GRIDS growth options for the City of Hamilton for their review and evaluation and that the comments from the MAC be incorporated into the growth options for presentation and consideration by Council.
3. The long list of development options for GRIDS will assess varying degrees of residential and industrial/commercial development. As noted in the GRIDS study design, it was originally envisioned that there would be 10-20 different scenarios be identified at a preliminary level for screening down to a short list of 2-4 for detailed evaluation. Adoption of population, household and employment projections will not preclude the development of growth options but rather it will provide a framework for the development of the various growth options.

The various scenarios will have different implications on the physical form, pattern and cost of future development, the City’s future demographic composition, and service level demanded from residents, businesses, and visitors. The planning

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 12 of 18

and investment requirements that must be met in order to achieve the scenarios are also different. These requirements relate to strategic policy, capital and human resources, levels of investment, private-sector involvement, and political commitment at all levels of government. As such, the alternative scenarios will determine what the requirements are for accommodating the growth in each scenario, and will determine if and how the City could meet those requirements. This strategic analysis will consider the City's current and future capabilities, resources, and ways of doing business.

4. The Hamilton Airport Gateway Opportunities Study (HAGOS) was approved by City Council on March 18, 2003 and provides recommendations regarding the types of companies best suited for locating at or near the John C. Munro Hamilton International Airport (HIA) and the new Hwy #6. The HAGOS study confirms that there is significant potential for the John C. Munro Hamilton International Airport to serve the growing southwestern Golden Horseshoe area while complementing Pearson International Airport. In addition, the HAGOS study identified that direct linkages to Hwy #403, QEW, Hwy #407, new Hwy #6 and Hamilton's Port as major drivers in the future success of HIA. These were identified as the key factors for land development in the airport vicinity and specifically, for long term commercial and industrial development of time-sensitive sector companies.

Economic growth associated with HIA and adjacent land is dependent upon the resolution of issues relating to the Official Plan, urban boundary expansion, servicing and zoning that must be addressed before the full potential can be accurately defined and development could proceed.

To implement the City of Hamilton's Economic Development Strategy, and to facilitate the development of the Hamilton International Airport as a economic growth node within the City of Hamilton and Golden Horseshoe area, the incorporation of 400ha – 800ha of additional employment lands into the growth scenarios is required as one of the first steps in developing an aerotropolis cluster around the airport.

5. Increased employment and non-residential assessment growth has been identified by City Council as a priority, and the inclusion of employment lands in the development of the growth scenarios is required to facilitate this objective. It is noted that since 1986, employment levels have fluctuated in the 190,000 – 205,000 range while population growth has continued. As a result, the amount of out-commuting from Hamilton to other employment locations has accelerated. To create a balanced community, in which opportunities are provided within the community for residents to work, Hamilton will require significant employment growth to balance the projected population growth. It is also noted that

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 13 of 18

employment growth is affected by a variety of factors such as global economic restructuring and the impact of broader economic changes on the national, provincial and local economy and that population growth must be linked to employment growth to create the type of community envisioned in Vision 2020, that being a city that supports a population that maintains “our environmental integrity together with our social quality and economic prosperity”.

Employment growth in Hamilton has been constrained for a variety of reasons, but one factor is the limited supply of marketable employment lands. As noted in the report “*Completing the Red Hill Creek Expressway – Economic Development Implications*” prepared by Hemson Consulting, the completion of the Red Hill Creek expressway will reduce transportation constraints which will make the North Glanbrook and Airport business parks more competitive for development. The relative attractiveness of this area will be further enhanced with the completion of the Highway 6 connection.

In addition, the Hemson report noted that based upon current infrastructure and servicing constraints, there are virtually no other options for a new business park. If the North Glanbrook Business Park does not develop, these employment lands will need to be provided elsewhere which would have significant infrastructure requirements because virtually all new urban growth options in Hamilton are located above the Niagara Escarpment. New options, beyond current infrastructure and servicing capacities, require major, system-wide improvements.

- 6 As noted in Report PD02100(b) (*Smart Growth Strategy to Deal with Urban Boundary Expansion Requests - Response to Direction to Consider Lower Stoney Creek*) in 2001, during the course of the hearings for ROPA No. 9, the Ontario Municipal Board concluded that to accommodate the City’s projected 20-year population growth, approximately 1,000 acres (404 ha) of residential land was required. The OMB subsequently approved ROPA No. 9, which added 190 ha (400 acres) of land to the urban area.

In 2003, a detailed land supply analysis was undertaken by the Planning and Development Department to determine whether or not there was the required 20 year supply of residentially designated lands in the City of Hamilton. Staff concluded that even with the inclusion of the ROPA No. 9 lands, approximately 225 ha (555 acres) of additional developable lands were required to provide the 20 year supply of designated land as per the provisions of Provincial Policy Statement. The additional 225 ha of required was derived based on an annual absorption rate of 2,036 units/annum and development occurring at a gross density of 18 units per hectare.

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 14 of 18

In November, 2003 City Council adopted ROPA No.14/SCOP No. 99 to provide for an interim Urban Boundary expansion to meet the City's designated land supply requirements (SCUBE). It is noted that the implementing official plan amendments have been appealed to the Ontario Municipal Board, and therefore these lands are not available at this point in time for residential development.

As previously noted, the projected residential growth can be accommodated in a number of ways through greenfield development, infill/redevelopment opportunities within the existing urban boundary or a combination of both. Within the existing urban areas of the City of Hamilton (excluding the lower Stoney Creek urban boundary expansion area), the City had a projected supply of 33,460 units. In addition, the OMB hearing in 2001 on ROPA No. 9 forecasted that an additional 6,800 units could be achieved through intensification. The City is undertaking a residential intensification strategy to more accurately assess intensification potential.

The alternative growth scenarios will be developed utilizing varying levels of intensification. In this regard, as part of the GRIDS process and Official Plan review, staff will be undertaking a residential intensification study to provide guidelines for identifying locations (nodes, corridors or districts) in Hamilton in which residential intensification could likely occur. The guidelines will contribute to the generation of the short list of urban structure options for and subsequent official plan policy for the City of Hamilton.

7. As part of the preparation of a new development charges by-law for the City of Hamilton, growth forecasts were prepared based on the development potential within the existing urban area. Within the City of Hamilton, growth will not be evenly distributed, but it is projected that there will be a decline in the population in the communities of Dundas and Hamilton and population growth will occur in Ancaster, Glanbrook, Flamborough and Stoney Creek as follows:

Community	Population Change
Ancaster	18.22%
Dundas	-2.15%
Flamborough	20.09%
Glanbrook	97.58%
Hamilton	-3.56%
Stoney Creek	34.86%
TOTAL	17.68%

The reduction in population in Hamilton and Dundas is due to a decline in the number of people per household within these communities to reflect the life-cycle

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 15 of 18

and family composition changes within existing dwellings. As previously noted, there is a theoretical potential to create an additional 6,800 units through residential intensification within the established urban area, and that the creation of these units would provide for additional households within established neighbourhoods which would off-set the projected decline in these areas of the City of Hamilton. The implication of these changes will be assessed in the development and evaluation of the growth options.

CONCLUSION:

Based on the above, it recommended that for the purposes of development of the GRIDS growth options for the City of Hamilton, the following population and household projections and employment land be needs be utilized:

- i) a projected population of 622,000 by 2031, being the Current Growth Scenario population projection prepared by the Centre for Spatial Economics;
- ii) a projected household growth of 81,000 households for the 2001-2031 time period;
- iii) that the minimum employment land needs of 285 ha (700 acres) be utilized; and,
- (iv) that an additional 400ha – 800ha of employment lands be incorporated into the growth scenarios to facilitate the development of the Hamilton International Airport as a economic growth node within the City of Hamilton and Golden Horseshoe area.

:SR

Attachs. (3)

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 17 of 18

Appendix “B” – “9 Directions to Guide Development”

1. Encourage a compatible mix of uses in neighbourhoods that provide opportunities to live, work and play.
2. Concentrate new development within existing built-up areas and within a firm urban boundary.
3. Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and enjoyment of the rural landscape.
4. Design neighbourhoods to improve access to community life.
5. Retain and attract jobs in Hamilton’s strength areas and in targeted new sectors.
6. Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.
7. Maximize the use of existing buildings, infrastructure and vacant or abandoned land.
8. Protect ecological systems and improve air, land and water quality.
9. Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and settlements.

SUBJECT: Growth Related Integrated Development Strategy – Project Status Update (CM04017) (City Wide) - Page 18 of 18

Appendix “C” – Elements of Growth Options

Category	Indicators
Sustainable Development Objectives	Objectives or targets for environmental economic and social characteristics of the City and relationship to implementing the VISION and Directions.
Physical Characteristics	Community form (such as intensification of urban areas, nodal development or greenfield), hard and soft infrastructure (high level description only at this stage), design guidelines/principles.
Economic Characteristics	Costs, employment benefits and diversity, support for business (i.e. training, infrastructure, land use planning and control), public-private partnership initiatives, marketing and education, finance/financial incentives, land use support for business and industry including land use and infrastructure support for initiatives based on eco-efficiency, pollution prevention and other sustainable business initiatives.
Environmental Characteristics	Principles for natural heritage protection, air, water quality objectives/principles, ecological systems enhancement framework, principles/initiatives for integration of the physical environment into day-to-day city activities, policies/programs for promotion of a less consumptive life-style (e.g. promotion of transit based, pedestrian friendly communities).
Social/Cultural/Health Characteristics	Leveraging social, health, culture, heritage, arts, spiritual assets and sense of community as a fundamental basis for economic development and quality of life.